

APPROVED FOR RELEASE
2002/06/18

CLASSIFIED MESSAGE

DATE 0435Z 27 APR 64

TOP SECRET

ROUTING

1		9
2	MD	10
3	11	11
4	DEFA	12
5	OFA	13
6	CC	14
7	DAD	15
8	DPECH	16
	RO	

TO : DIRECTOR

FROM :

ACTION:

INFO :

IMMEDIATE

TOR: 0512Z 27 APR 64

IN 83879

25X1A

TO IMMEDIATE

INFO PRIORITY

CITE

NO NITE ACTION

IDEALIST LOGS

SUPPLEMENTAL REPORT LOSS OF ARTICLE 382.

1. REVIEW OF ART 382 RECORDS REVEALS FOLLOWING WRITE-UPS WHICH MIGHT HAVE BEARING ON TRIM OF ACFT.

A. 5 MARCH. FULL NOSE-UP TRIM REQUIRED ENTIRE FLIGHT.
CORR ACTION - ADDED 40 POUNDS BALLAST.

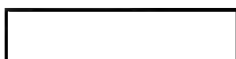
B. 18 MARCH. ENGINE FAILURE; AIR FRAME PROBABLY OVERSTRESSED.
CORR ACTION - ACFT DISASSEMBLED AND TRANSPORTED TO [] FOR INSPECTION AND REPAIR. F-29-30 BULKHEAD WHICH HAD BEEN MUTILATED BY RAMPAGING ALTERNATOR WAS REPLACED. ON FIRST TEST FLIGHT ACFT REQUIRED FULL UP TRIM AND HAD A MINOR CONTROL WHEEL POSITION PROBLEM. STALL STRIPS WERE REMOVED TO CHECK EFFECT ON ELEVATOR TRIM REQUIREMENTS AND RE-RIGGED FLAPS TO CORRECT MINOR CONTROL WHEEL TRIM. ACFT TEST FLOWN AND OK. STALLS CONDUCTED FOR CLEAN, 15 DEGREES, 25 DEGREES, 35 DEGREES AND 50 DEGREES FLAPS. ACFT ALSO STALLED WITH 50 DEGREE FLAP ON LANDING TO FURTHER CHECK

TOP SECRET

GROUP 1
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(IN 83879)

T O P S E C R E T

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CONDITION.

C. 19 APRIL - RIGHT RUDDER NEEDED TO TRIM.

CORR ACTION - BENT TAB 1/16 LEFT.

2. EXAMINATION OF ART 382 AT CRASH SCENE REVEALED THE FOLLOWING:

A. AIRCRAFT CONTACTED GROUND IN NORMAL FLIGHT POSITION INTACT.

B. GEAR-UP.

C. FLAPS UP - RETRACTED AND LOCKED.

D. DIVE FLAPS - EXTENDED.

E. ALL TRIM TABS ESSENTIALLY IN TRIM (ELEV TAB ACTUATOR BEING CHECKED FOR POSITION).

F. EGT INDICATOR STUCK AT 300 DEGREES.

G. TURN AND BANK INDICATOR SHOWED FULL LEFT TURN.

H. ENGINE ROTATING UNDER POWER AT IMPACT.

I. AIRCRAFT ALMOST COMPLETELY BURNED FORWARD OF FUSELAGE STATION 465.

J. PILOT EJECTED AT LOW ALTITUDE.

3. PILOT REPORTED NO DIFFICULTY PRIOR TO OR AFTER ENTERING SPIN.

END OF MESSAGE

T O P S E C R E T